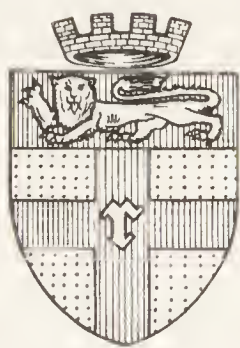


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# CITY OF ROCHESTER



## ANNUAL REPORT

of the

MEDICAL OFFICER OF HEALTH

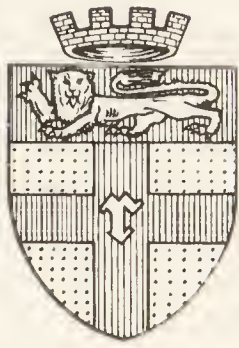
of the

PORT OF ROCHESTER

1966



# CITY OF ROCHESTER



## ANNUAL REPORT


of the

MEDICAL OFFICER OF HEALTH

of the

PORT OF ROCHESTER

1966



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# PORT OF ROCHESTER

## ANNUAL REPORT OF THE PORT MEDICAL OFFICER FOR 1966

### Members of the Port Health Committee 1966/67

*Chairman* - Councillor J.H.L. Morgan  
*Vice Chairman* - Councillor K.C. Pilcher  
The Mayor, Councillor M.H. Cole, J.P.  
The Deputy Mayor, Councillor F. Corry  
Alderman C.S. Knight, O.B.E., J.P.  
Alderman C.H.R. Skipper  
Alderman J.D. May, J.P.  
Councillor E.M. Griffin  
Councillor S. Fry  
Councillor L.E.D. Darley  
Councillor H.J. Broughton  
Councillor Mrs. J.W.B. Esterson  
Councillor N.A. Corry  
Councillor J.A.R. Welham  
Councillor E.W. Baker

January 1, 1900

Received of the Treasurer of the United States

the sum of One Hundred Dollars

for the purchase of  
Ten Shares of  
the Capital Stock of  
the United States  
Trust Company  
of New York



## AREA OF JURISDICTION

From Hawkwood (between Snodland and Aylesford) to Colemouth Creek, including all creeks, civilian docks and land up to the high water mark in the area between these two points - a distance of some 18 miles.

## RIPARIAN AUTHORITIES WITHIN THE PORT OF ROCHESTER

Rochester Municipal Borough  
Chatham Municipal Borough  
Gillingham Municipal Borough  
Malling Rural District  
Strood Rural District  
Swale Rural District



# I. STAFF.

TABLE A

Name of Officer	Nature of Appointment	Date of Appointment	Qualifications	Any Other Appointments Held
L.F. McWilliams, M.C.	Port Medical Officer.	17.4.1959	M.B. B.Ch. D.P.H.	Medical Officer of Health - City of Rochester; Borough of Chatham; Strood R.D.; Medical Referee, Medway Crematorium.
R.G. Brennen	Deputy Port Medical Officer	17.3.1952	M.B. B.Ch. D.P.H.	Deputy Medical Officer of Health - City of Rochester; Borough of Chatham; Strood R.D.; Assistant County Medical Officer; Deputy Medical Referee, Medway Crematorium.
Lt. Cmdr. W. Jones M.B.E. R.N.	Port Health Inspector	1.1.1963	C.S.I.E.J.B. C.M.I	
R.S. Lane	Part Time Deputy Port Health Inspector.	1.1.1961	C.S.I.E.J.B. C.M.I.	Senior Public Health Inspector, City of Rochester.

Medical Officer of Health, 70, Maidstone Road, Rochester. Tel: Medway 46121.

# II. AMOUNT OF SHIPPING ENTERING THE DISTRICT DURING THE YEAR:

TABLE B

Ships from	Number	Tonnage	Number Boarded		Number of ships reported as having, or having had during the voyage, infectious disease on board.
			By the Port Medical Officer	By the Port Health Inspector	
Foreign Ports	1075	554,903	5	705	NIL.
Coastwise	395	194,729	-	249	
Total	1470	749,632	5	954	

# III. CHARACTER OF SHIPPING AND TRADE DURING THE YEAR.

TABLE C

## (a) PASSENGER TRAFFIC.

Number of Passengers INWARDS ) Only passenger traffic in Port is day trips during  
 Number of Passengers OUTWARDS) Summer to adjacent seaside resorts.



(b) CARGO TRAFFIC.

Principal IMPORTS - Agricultural and Horticultural Produce, various tinned foods, beers, wines, spirits, machinery, fertilizers, china clay, wood pulp, timber, oil, coal and maize starch, ballast, paper and plastic.

Principal EXPORTS - Cement, bitumen, diesel and gasoils, scrap iron, scrap paper.

(c) PRINCIPAL PORTS FROM WHICH SHIPS ARRIVE.

Foreign - Zaandam, Kooga Zaan, Rotterdam, Kotka, Kemi, Sandarne, Kragero, Maasluis, Sande, Monsteraas, Sumdsvald, Hango, Frankfurt, Leixoes, Dunkirk, Boulogne, Hammina, Mannheim, Stettin, Bremen, Rhine Ports, Oulu, Helsinki, Dordrecht, Clarke City, Hamburg, Archangel, Groningen, Sandviken, Yacobstad, Gdansk, Puerto, Miranda, Kalinnagrad, Las Palmas, Tenerife, Kos.

Coast - Plymouth, Par, Blyth, Hartlepool, Arbroath, Montrose, Newburgh, Goole, St. Valery, Charleston, Newlyn.

IV. INLAND BARGE TRAFFIC.

Not applicable to this Port.

V. WATER SUPPLY.

1. (a) FOR THE PORT. No change.

(b) FOR SHIPPING. No change.

2. REPORT OF TESTS FOR CONTAMINATION.

22 samples of the Chatham and District water supply and 22 samples of the Strood water supply were taken for bacteriological examination.

All samples showed satisfactory results.

In addition 26 samples of drinking water were taken from ships' tanks, 4 samples from Filling points and 26 samples from the Water boat.

Classifications of results.

Water boat	26 samples Class 1
Filling points	4 samples Class 1
Ships tanks	19 samples Class 1
Ships "	3 samples Class 2
Ships "	1 sample Class 3
Ships "	3 samples Class 4

In all cases of Class 3 and 4, the ship's Master was informed of the contamination and arrangements made for fresh water tanks to be cleansed and super-chlorinated. Repeat samples were taken whenever possible.

3. PRECAUTIONS AGAINST CONTAMINATION OF HYDRANTS AND HOSEPIPES.

No change.

4. NUMBER AND SANITARY CONDITION OF WATER BOATS, AND POWERS OF CONTROL BY THE AUTHORITY.

No change.

**VI. PUBLIC HEALTH (SHIPS) REGULATIONS, 1952 to 1966.**

**1. LIST OF INFECTED AREAS.**

No change.

**2. RADIO MESSAGES.**

No change.

**3. NOTIFICATIONS OTHERWISE THAN BY RADIO.**

No change.

**4. MOORING STATIONS.**

No change.

**5. ARRANGEMENTS FOR:-**

(a) Hospital accommodation for infectious diseases (other than smallpox).

No change.

(b) Surveillance and follow up of contacts.

No change.

(c) Cleansing and disinfection.

No change.

**VII. SMALLPOX.**

**1. Hospital to which smallpox cases are sent:-**

Long Reach Hospital, Dartford. Tel: Dartford 23231.

**2. Transport of smallpox cases to hospital.**

This is provided by the Greater London Council Ambulance Service.

Tel: Waterloo 3311.

Application is made by telephone and written confirmation sent to the County Medical Officer, County Hall, London.

**3. Consultants Available**

Dr. E. O'Sullivan, Joyce Green, Dartford. Tel: Dartford 23231.

Dr. E.H. Brown, Hither Green Hospital Hither Green Lane, S.E. 13.

Tel: Hither Green 3481.

**4. Laboratory Diagnosis Facilities.**

Specimens for Laboratory diagnosis would be sent to the Virus Reference Laboratory, Colindale Avenue, Colindale, London N.W.9. Tel: Colindale 7041.

**VIII. VENEREAL DISEASE.**

No change.



**IX. CASES OF NOTIFIABLE AND OTHER INFECTIOUS DISEASES ON SHIPS.**

**TABLE D**

Category	Disease	Number of cases during the year		Number of Ships concerned
		Passengers	Crew	
Cases landed from ships from foreign ports ...	NIL	NIL	NIL	NIL
Cases which have occurred on ships from foreign ports but have been disposed of before arrival ...	NIL	NIL	NIL	NIL
Cases landed from other ships...	NIL	NIL	NIL	NIL

**X. OBSERVATIONS ON THE OCCURRENCE OF MALARIA IN SHIPS.**

The bulk of the shipping is from Scandinavian, Netherlands and French Ports and to a lesser extent from North American Ports. Tankers from Venezuela are loaded there at jetties extending well out into the sea, thus malarial carrying mosquitoes constitute little hazard to the crews, and there have been no cases aboard ships entering the Port of Rochester during the year.

**XI. MEASURES TAKEN AGAINST SHIPS INFECTED WITH OR SUSPECTED FOR PLAGUE.**

No infected or suspected vessels have arrived during the year.

**XII. MEASURES AGAINST RODENTS IN SHIPS FROM FOREIGN PORTS.**

**(1) PROCEDURE FOR INSPECTION OF SHIPS FOR RATS.**

Deratization or Deratization Exemption Certificates are examined as a routine and further course of action is determined as a result of such inspection. When inspecting crew's quarters, etc., a general inquiry is usually enough to discover the presence of rats on board, some seamen complain very readily if they know of rats on board the ship.

Cargo workers are a good source of information. The trade on which the vessel has been engaged since her last Deratization, or Deratization Exemption Certificate, was issued is an important factor in determining what further inspection should be carried out. Cargoes of wood pulp and pulp wood have little attraction for rats and vessels engaged constantly in this trade are not often infested; if rats are found they are generally confined to a peak or store room and are not distributed throughout the ship.

On the other hand a ship that has been employed for some time in carrying grain, or has carried out a long trip with such a cargo, merits further investigation, particularly if her deratization certificate is nearing its expiratory date. Such cargoes, at present, do not arrive in this Port but occasionally large vessels which have carried such cargoes arrive empty to load cement.

**(2) BACTERIOLOGICAL OR PATHOLOGICAL EXAMINATION OF RODENTS.**

There is no rodent operator permanently on Port work but, in cases when it is deemed necessary, the shore rodent operator is employed in order to obtain specimens of rats for bacteriological examination.

**(3) DERATIZATION OF SHIPS.**

For the issue of International Deratting Certificates an arrangement exists under Article 4 of the Port Health Regulations, 1933, whereby the local Port Health Inspector carries out the inspection and forwards the report to the



London Port Health Authority for issue of the certificate. If it should be necessary to derat a ship by fumigation, the firm employed would be that approved by the London Authority. In other cases of deratting, poisons, traps and sulphur are the methods in use.

Deratting Exemption Certificates are issued by the Port of Rochester. When inspecting a vessel for the issue of a certificate in accordance with Article 52 of the International Sanitary Regulations the inspection is carried out as required by the regulations governing the issue of such a certificate. The whole vessel from peaks, hold and engine room to chart and wireless rooms is inspected and report is made on harbourage, specifying the particular harbourage found in each compartment.

#### (4) RAT-PROOFING OF SHIPS.

There are no vessels, other than naval vessels, built in this Port and measures concerning rat-proofing are confined to dealing with existing rat-proofing which has suffered damage on board vessels in service and inspecting rat-proofing on the smaller vessels undergoing repair and refit in local repair yards.

TABLE E

#### RODENTS DESTROYED DURING THE YEAR IN SHIPS FROM FOREIGN PORTS.

Category	Number
Black rats . . . . .	Nil
Brown rats . . . . .	Nil
Species not known . . . . .	Nil
Sent for examination . . . . .	Nil
Infected with Plague . . . . .	Nil

TABLE F

#### DERATting CERTIFICATES AND DERATting EXEMPTION CERTIFICATES ISSUED DURING THE YEAR FOR SHIPS FROM FOREIGN PORTS.

No. of Deratting Certificates issued.					No. of Deratting Exemption Certificates Issued	Total Certificates Issued
After Fumigation with		After Trapping	After Poisoning	Total		
HCN	Other fumigant (state method)					
1	2	3	4	5	6	7
Nil	Nil	Nil	Nil	Nil	50	50

15 Deratting Exemption Certificates were also issued to British Coastwise vessels making occasional trips to Continental Ports.

#### XIII. INSPECTION OF SHIPS FOR NUISANCES.

With the exception of a few older ships, the general standard of hygiene and accommodation on board vessels using the port is of a very high order. Even some of the older ships which have been trading in the port for many years are well maintained. It has become the exception rather than the rule to find any hygiene or accommodational problems. Quite a large number of ships now using the port are of recent construction are very well constructed with dust and vermin



proofed formica linings, single accommodation for crew members, with well fitted hygienic galleys and storerooms. There are also a number of new motor barges on which the crew accommodation is very good. A far cry from the old converted sailing barges which are gradually being replaced by new constructions.

TABLE G  
INSPECTIONS AND NOTICES

Nature and number of Inspections	Notices served		Results of Notices
	Statutory Notices	Other Notices	
British Vessels 249	Nil	6	3 complied
Foreign Vessels 605	Nil	42	40 complied
River Craft 46	Nil	12	12 complied

Defects and nuisances found on vessels:-

		FOUND	REMEDIED
Accommodation	Dirty and neglected	2	2
	Defective deck covering	3	1
	Dirty paintwork	1	1
W. C' s.	Defective flushing	2	2
	Foul	5	5
	Choked	3	3
	Misuse of compartment	2	1
Washrooms	Defective showers	6	4
	Defective wash handbasins	3	1
	Missing cold water tap	1	-
Galleys	Dirty and neglected	2	2
	Coal bunkers not dust proof	2	1
	Salt water tap over sink	1	1
	Cockroach infestation	2	1
Provision Storerooms	Dirty and neglected	2	1
	Not rat proofed	1	-
	Butchers block dirty	4	3
	Choked scuppers	2	2
Misuse of Hospital accommodation		1	1
Defective refrigeration		3	2
Fresh water tank contaminated		2	2
Heating inadequate		1	-
Excessive emission of smoke		21	21

XIV. PUBLIC HEALTH (SHELLFISH) REGULATIONS, 1934.

No change.

XV. MEDICAL INSPECTION OF ALIENS.

Rochester is not an approved Port for the landing of aliens.

XVI. MISCELLANEOUS.

ARRANGEMENTS FOR THE BURIAL ON SHORE OF PERSONS WHO HAVE DIED ON BOARD SHIP FROM AN INFECTIOUS DISEASE.

No change.



## River Samples.

In conjunction with the Kent River Authority 120 samples of river water were taken for chemical analysis.

## CASES OF SICKNESS ON BOARD VESSELS ARRIVING IN THE PORT.

Septic Tonsillitis	1	Influenza	3
Jaw Abcess	1	Severe Strain	1
Gonorrhoea	1	Trachoma	1

One body was received in the Port having died whilst on passage from Sande, Norway. The body was examined by the boarding Medical Officer at Sheerness and was certified dead. On arrival at Rochester the body was removed to the Mortuary where a post mortem examination was carried out. Death was due to strangulation of the bowel. The body was returned to Norway for burial.

## FOOD INSPECTION.

### Public Health (Imported Food) Regulations 1937 - 48.

Of the 1,470 cargoes entering the Port 232 were entirely foodstuffs viz:-

Flour	6	Tomatoes	24	Fruit Pulp	4
Fresh Vegetables	30	Tinned Fruit	3	Wines	41
Maize Starch	107	Peas	1	Tomato Puree	2
		Carrots	1	Tinned Milk	2

In addition there were 93 General cargoes containing varying quantities of the following foodstuffs in addition to non-edible cargo:-

Chicken	)	Eggs	German Salami
Fruit	)	Dehydrated Vegetables	Westphalian Nut Ham
Luncheon Meat	)	Fresh Vegetables	Westphalian Cervelat
Ham	) Tinned.	Quick Frozen Vegetables	Filleted Jellied Eels
Milk	)	Cheese	Confectionery
Tongue	)	Fruit	Tomato Puree
Beer	)	Honey	Pork Loins
Kidneys	)	Jam	Pork Shoulders
Butter		Pickled Gherkins	Tinned Duck
Champagne		Preserves	Frozen Prawns
Chocolate		Wine	

Food condemned and destroyed totalling 21 Tons 105½ lbs.

TONS	CWT.	LBS.	
3	7	0	Tinned Fruits Various.
	7	36	Preserved Meats Various
1	4	61	Gherkins Various
	3	15	Paprikas Various
	17	29	Preserves Various
	4	94	Cucumber Salads
	6	12	Tomato Puree
		42	Frozen Fish
		56	Onions
	1	7½	Butter
	1	101	Quick Frozen Vegetables Various
	2	60	Tinned Tomatoes
10	15	16	Carrots
		32	Tinned Milk



TONS CWT. LBS.

	2	0	Kibbled Onions
1	15	0	Potatoes
	5	0	Raspberry Pulp
		100	Turnip Flakes
	1	38	Pre-Cooked Barley
1	3	61	Miscellaneous Items
		60	Fruit Pulp

A Large percentage of the foodstuff condemned is the result of examination of old stock which has been lying in the warehouses for long and undetermined periods. Prior to the delivery of old consignments the parcel is examined and made full and sound.

Consignments of preserves, pickles and gherkins, etc. which are packed in glass jars are particularly vulnerable to damage when stored in warehouses over long periods. Much damage is also caused when foodstuff bottled in preservatives becomes broken and the resultant fluid, which is acid, attacks the tin container top which becomes rusty and frequently develops pin holes.

The following imported foodstuffs were submitted to the Public Analyst for chemical examination to detect the possible presence of preservatives, metallic content, prohibited colouring matter and for pesticide residue levels:-

Tomatoes	5	Quince Jam	1	Shoulder Ham Picnic	1
Apricot Pulp	7	Plum Jam	1	Chocolate Bottles	1
Apricots in Water	2	Baby Carrots	1	Jelly Segments	1
Cherries in Water	1	Lettuce	1	Milk Chocolates	1
Butter	2	Cucumber	1	Chocolate Peppermint Creams	1
Rice	1	Oranges	1	Rum Coffee Chocolates	1
Pears	1	Apples	1	Cherry Brandy Chocolates	1
Broccoli Spears	2	Blackberries in Syrup	1	Peppermint Creams	1
Chicken Fillets	1	Kibbled Onions	1	Fondants and Jellies	1
Maize/Starch	1	Strawberries in Syrup	1	Frankfurters	1
Noodles	1	Familia Bircher Museli	1	Schops Cooked Ham	1
Capsicum	1	Cocktail Sausages	1	Morrello Cherries	1
Tomato Puree	3	Evaporated Milk	1	Pre-Cooked Barley	1
Blackberry Jam	2	Pork Luncheon Meat	1	Chinese Monkey Nuts	1
Morello Cherry Jam	2	Raspberry Jam	2	Tomato Paste	1
Apricot Jam	2	Strawberry Pulp	2	Edam Cheese	1
Strawberry Jam	2	Beans	1	Gouda Cheese	1
Pickled Paprika	1	Ravioli in Tomato Sauce	2	Ox Tongue. Ye Olde Oak	1
Sweet and Sour Gherkins	1	Cannelloni in Sauce	1	Cooked Ham. Ye Olde Oak	1
New Potatoes	1	Noodles in Meat Sauce	1	Mac Ham	1
Gooseberry Jam	1	Cooked Boneless Ham	1	Egg Vermicelli	1

Samples submitted for bacteriological examination:-

Cooked Boneless Ham	(Dutch)
Pork Shoulder Picnic	(De Hann)
Cooked Ham Shoulder	(Dutch)
Mac Ham	
Ox Tongue. Ye Olde Oak	
Cooked Ham. Ye Olde Oak	

#### Report on Dutch Cooked Hams.

A consignment of Dutch cooked shoulders was received in June 1966 and stored in the warehouse pending delivery. Prior to delivery an inspection of the consignment was carried out when a number of cans were found to have blown, and others in the first stages of blowing.



Samples were submitted for bacteriological examination and were reported as unsatisfactory. The consignment was returned to the Country of origin.

A further consignment arrived in July 1966 and was also stored pending delivery. On examination a number of cans were blown. Samples submitted for bacteriological examination were reported as unsatisfactory. The consignment was returned to the Country of origin.

It is known that these cans have a limited storage life, and that only if they are properly stored.

The Authorities state that the only real safeguard is refrigerated storage, and yet it is common to find that these types of food receive storage treatment which is the reverse of what they should have. There were long periods when the ambient temperature in the warehouses exceeded 60°F, yet each carton and each can is clearly marked "Keep under refrigeration". The provision of refrigerated storage is resisted by the Importers because of the much lower availability of refrigeration at all stages of transport, and there are no powers to make regulations requiring such a provision. A further aggravating factor is that facilities are available whereby Importers can ensure against losses sustained not only from damage, but also for losses sustained by blown cans etc. These insurances have no doubt contributed to the trouble as it removes the fear of financial loss.

#### **Report on Tomatoes and Capsicum.**

On examination of the cargo a yellowish powder was visible on the tomatoes and capsicum. The Public Analyst reported that the powder consisted of Lime and Sulphur and could be regarded as free from hazard.

#### **Report on Frozen Pakistan Prawns.**

As it is not possible to detain frozen prawns in cold store at Rochester, for sampling, permission was given for the consignment to be released to cold store in London. The Medical Officer of Health for the area concerned was informed. Information was received later that the bacteriological examination of the prawns showed that the prawns were approaching the condition deemed unfit for human consumption, and that the consignees had been allowed to distribute the prawns on the understanding that before use they must be kept under refrigeration and cooked.

As a result of the findings letters were sent to the producers of the prawns in Karachi and to the Commercial Counsellor, High Commissioner for Pakistan, pointing out the high bacterial count. The attention of the Principal Medical Officer, Hygiene Division, Ministry of Health, was drawn to the matter.

#### **Report on Frozen Korean Prawns.**

A consignment of frozen Korean prawns was released to cold store in London and information forwarded to the Medical Officer of Health. Bacteriological examination of the prawns showed them to be in an unsatisfactory condition. The consignment was returned to Rochester and re-exported to the Country of origin.

#### **Report on Argentine Ox Tongue.**

A consignment of Argentine Ox Tongue (canned) was examined and a number of cans were found to be in a damaged condition and were surrendered.

During the examination a note was taken of the ESTAB number and this was not in accordance with the approved list of establishments circulated by the Ministry of Agriculture, Fisheries and Food Circular FSH 53/65 dated 31st August, 1965. The Importers were informed that the consignment could not be imported and that the tongues could either be surrendered for destruction or re-exported. The owner of the goods contacted the Ministry who confirmed that the ESTAB number was not listed and that the tongues should not be imported. The consignment was re-exported to the Country of origin.



## **Dark Smoke (Permitted Periods) (Vessels) Regulations, 1958.**

Under these Regulations 20 verbal and 1 formal notice regarding the emission of dark smoke were given to the Masters of 21 ships.

## **Vaccination**

45 members of crews were re-vaccinated as their International Certificates were out of date.

## **River (Prevention of Pollution) Acts. Tidal River Medway.**

In conjunction with the Kent River Authorities river water sampling has been carried out at monthly intervals. Samples have been taken from 12 selected points between Rochester Bridge and Kingsnorth Jetty, a distance of approximately 8 miles, and are taken in midstream at low water. From data supplied by the Chief Inspector of the Kent River Authority there is an improvement in the degree of pollution, particularly between Rochester Bridge and Gillingham Strand. This is the stretch of greatest concentration of shipping and riverside industry.

This improvement can be largely attributed to improvement in the quality of discharges of trade and sewage effluent above Rochester Bridge. Dissolved oxygen is one of the most important factors for assessing the condition of a river and river water cannot be regarded as satisfactory until at all times the dissolved oxygen is maintained at a 60 per cent. level. Since 1957 when the surveys commenced the dissolved oxygen has gradually increased so that now the average figure exceeds 50 per cent.

In October, 1966 as the result of a large oil spill and consequent oil removal operations, the dissolved oxygen figures were the lowest ever recorded at the sampling points. Oil forms a film on the surface and has a marked effect on the absorption of oxygen by water and also tends to prevent diffusion of oxygen into the water thus interfering with re-aeration. During the process of cleaning up the oil spill approximately 3,000 gallons of Gamlen was used, and the oxygen demand for this product alone is extremely high which exaggerated the figures for dissolved oxygen for the month.

Since June, 1966 a series of river water samples have been taken for bacteriological examination at the request of the Ministry of Agriculture, Fisheries and Food. Twelve sampling points were selected between Rochester Bridge and Kingsnorth Jetty and samples taken at low water. So far results show a reasonably high standard with low bacterial counts. A full assessment will be made in June, 1967 after a full year's survey in which summer and winter readings can be compared

**L. F. MCWILLIAMS,**

*Port Medical Officer.*



